

**AN INTERLOCAL AGREEMENT  
BETWEEN LEWIS COUNTY  
AND THE CITIES OF CENTRALIA AND CHEHALIS  
AND THE PORTS OF CHEHALIS AND CENTRALIA**

THIS AGREEMENT is made and entered into this 24th day of August, 1998, by and between LEWIS COUNTY, WASHINGTON, a municipal corporation and political subdivision of the State of Washington, hereinafter referred to as the "County," and the Cities of CHEHALIS and CENTRALIA, WASHINGTON, municipal corporations, hereinafter referred to as the "Cities", and the PORTS OF CENTRALIA and CHEHALIS, WASHINGTON, hereinafter referred to as the "Ports".

**WITNESSETH:**

WHEREAS, the participating public jurisdictions of Lewis County, Washington, the Cities of Centralia and Chehalis, Washington, and the Ports of Chehalis and Centralia, Washington have an interest in, and numerous uses for, a countywide transportation model; and

WHEREAS, the County and the Cities are each involved in meeting the mandates of the Growth Management Act (GMA) in developing their comprehensive plans, of which transportation is a required element; and

WHEREAS, the County and the Cities and Ports propose to utilize each other's capabilities with respect to transportation information and modeling; and

WHEREAS, The County and the Cities and Ports intend to develop, on a one-time basis, a Countywide transportation model and its database, and then to continue its update and maintenance, and to share in the resulting transportation information;  
NOW THEREFORE

LET IT BE RESOLVED that the five jurisdictions listed above will jointly develop and maintain a countywide transportation model, sharing costs and expertise and the resulting transportation modeling products.

**SCOPE OF SERVICES**

The County and the Cities and Ports agree to mutually share the cost of developing a countywide transportation model on a percent basis as shown in Exhibit A. The effort will involve staff participation and assistance to provide transportation related data in the preparation of a computer database, and for calibration of the transportation model, to share output information from the model, and to participate in maintaining the model database. The total cost of this effort is \$31,845.18.

## PURPOSE

As an integral component of transportation elements for jurisdictions planning under the Growth Management Act (GMA) a jointly developed transportation model will provide the ability to perform many useful functions. Ports, as well as cities, are expected to experience significant growth over the next 20 years and a fully functioning transportation model will provide the means for the following functions for both types of municipal entities:

1. Determine and plan the maintenance needs of roadways by monitoring the effect of vehicle traffic, road condition, operational function, and roadway capacities;
2. Provide capital facilities estimates in meeting the mandates of GMA;
3. Develop independent traffic impact studies of specific developments so dependency on developers and builders for necessary data is lessened;
4. Perform concurrency analyses;
5. Identify roads with high vehicle to capacity ratio (V/C); and
6. Determine appropriate responsibilities to fund road system improvements necessitated by development.

## TERMS OF AGREEMENT

1. **Consulting Services.** - The County has hired the consultant firm of Bucher, Willis & Ratliff (BWR) of Seattle, Washington to develop its comprehensive plan under GMA, including a countywide transportation model using TModel software. Among other criteria, BWR was chosen because of its extensive knowledge and experience in transportation modeling, and TModel in particular.
2. **Lead Jurisdiction.** - The County will serve as the Lead Jurisdiction to develop and maintain the transportation model. The County shall pay 50% of the cost of this project, and the Cities and Ports shall collectively pay 50% of the costs associated with completing the transportation model. The County will provide open access to the information developed by the model to participating jurisdictions, as described in the Scope of Services above and in Section 5 below.

3. **Summary of Work.** The County and the Cities and Ports shall deliver services under this Agreement pursuant to provisions as provided for in the Scope of Service and as follows:

Participating jurisdictions will provide the following staff assistance and/or data, as appropriate for each jurisdiction (See Exhibit B), in development of the countywide transportation model: A) Existing and future land use data, including number of housing units, employees and acreages; B) Participation in reaching agreement on land use assumptions and assist in drawing boundaries of traffic analysis zones (TAZs); C) Assistance in determining key roadways and intersections; D) Road characteristics of selected roadways, including road classification, roadway condition, number of lanes, speed limits, width of lanes, location of stop signs and traffic signals, capacity, and accidents; E) Daily traffic counts on identified key roadways within their boundaries; F) Geometric layout of key intersections; G) Peak hour turning movements at identified key intersections; and H) Other, as determined necessary.

4. **Ownership of Items.** - The County owns and manages the TModel software program used to develop the transportation model. The completed model will be housed on computer(s) owned and managed by the County. If any participating jurisdiction purchases TModel software, the County will share the model's calibrated database at no cost to that jurisdiction. The master copy of the County-wide transportation database will be the property of the County. With continued assistance in maintaining the database, the Cities and Ports will have access to upload and download such transportation information on an 'as needed' basis and have access to output products.
5. **Finances.** - The cost of developing the transportation model by BWR is \$31,845.18 (details are listed in Exhibit A). Costs of model development will be paid by the County, with one-half (50%) of the costs collectively repaid to the County by the Ports and Cities as shown in Section 6, below, and in Appendix A.
6. **Repayment of Costs.** - Each participating City and Port jurisdiction will repay its share of the costs of developing the model to the County in the amounts shown below and in Exhibit A. The basis for allocating the costs incurred by each participating jurisdiction is based on the table "Combined Criteria Totals".

A. A jurisdiction's adopted budget for fiscal year 1998, the total arterial road miles, number of arterial street intersections within its boundaries (or adjacent to and impacting the jurisdiction for Ports), and total number of employers within the jurisdiction.

B. The total cost for each participating jurisdiction for development of the transportation model is:

Lewis County	<u>\$15,924.77</u>
City of Centralia	<u>\$ 9,900.30</u>
City of Chehalis	<u>\$ 4,805.26</u>
Port of Chehalis	<u>\$ 867.75</u>
Port of Centralia	<u>\$ 347.10</u>
Total	<u>\$31,845.18</u>


7. **Jurisdiction Representatives.** - Each of the participating jurisdictions shall designate in writing to the County one or two representatives. The County will arrange and facilitate meetings between participants, as needed, to reach agreement on necessary details in the initial stages of model development, and thereafter, to communicate progress of model development and to discuss issues concerning management, maintenance, and use of the model.
8. **Participant Withdrawal.** - Any participant may withdraw from participation in the model project with notification to remaining participants of at least 30 days. However, all outstanding costs agreed to in this agreement will be repaid by the withdrawing participant to the County in full within 60 days. If payment is not made by a participating jurisdiction, or staff participation or needed data is not fully provided, as per this agreement, future use of the model will be available at full cost.
9. **Ongoing Agreement.** - Prior to the ending date of this agreement another agreement, as yet unwritten, shall be entered into by participants detailing ongoing responsibility including costs of

maintaining the transportation model, and terms for using the model, especially that of staff time and materials.

10. **Term.** This Agreement shall commence upon the date which the County and the Cities and Ports have executed it and shall continue until May 31, 2000.
11. **Liability.** - Neither the County nor the Cities and Ports shall be liable to each other, or any third party, for any damages of any type arising from or related to any activities undertaken pursuant to this Agreement.
12. **Modifications.** - This Agreement may be modified or amended only by written amendment signed by each of the parties to the Agreement. Modifications based on changes to the Scope of Services and/or resulting costs or costs distribution must be mutually agreed upon by all parties to this Agreement
13. **Notice.** Any required notices under the terms of this contract shall be sufficiently given if personally delivered or mailed to the following location:  
  
Director/County Engineer  
Lewis County Public Works  
350 N. Market Blvd.  
Chehalis, WA 98532-2626
14. **Entire Agreement.** This instrument constitutes the entire Agreement of the parties pursuant to the provisions of the "Scope of Services". There exist no other promises, terms, conditions or obligations relative to this subject other than those set forth in this document. This Agreement supersedes any previous such communications, representations or agreements, either verbal or written, between the County and the Cities and Ports.

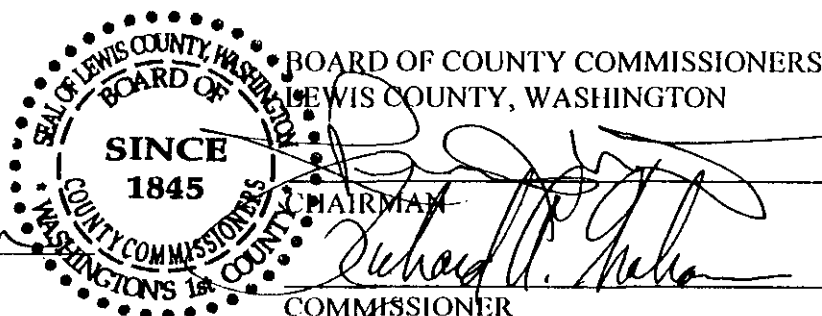
IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first above written.

ATTEST:

  
Clerk of the Board

JEREMY RANDOLPH  
LEWIS COUNTY PROSECUTING ATTORNEY

  
Chief Civil Deputy



COMMISSIONER

  
COMMISSIONER

CITY OF CENTRALIA

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM

ATTEST

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
City Clerk

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CITY OF CHEHALIS

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM

ATTEST

\_\_\_\_\_  
City Attorney

\_\_\_\_\_  
City Clerk

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PORT OF CHEHALIS

\_\_\_\_\_  
Port Executive

APPROVED AS TO FORM

ATTEST

\_\_\_\_\_  
Port Attorney

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PORT OF CENTRALIA

\_\_\_\_\_  
Port Executive

APPROVED AS TO FORM

ATTEST

\_\_\_\_\_  
Port Attorney

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## Exhibit A

### Detailed Consultant Costs:

TASK DESCRIPTION	Cost per task
<b>Phase 1: Base Model Development</b>	
1.1 Model Traffic Base	\$713.16
1.2 Development of Transportation Analysis Zones	\$744.42
1.3 TAZ Meeting	\$1,611.70
1.4 Develop Land Use Base	\$2,424.14
1.5 Model Inputs Meeting	\$2,008.64
1.6 Calibrate Model	\$9,792.76
1.7 No-Build Alternative	\$3,328.80
1.8 Existing Conditions and No-Build Alternative Paper	\$3,430.92
1.9 TModel Training	\$1,901.76
1.10 Final Meeting	\$1,809.80
<b>SUBTOTAL</b>	<b>\$27,796.10</b>
<b>REIMBURSABLES</b>	
Computer	\$2,400.00
Per Diem	\$63.00
Mileage	\$320.00
Printing	\$600.00
TModel Maintenance (To May 17, 2000)	666.08
<b>GRAND TOTAL</b>	<b>\$31,845.18</b>

## Exhibit A (continued)

### Repayment of Costs Criteria

	<u>JURISDICTIONS</u>			
	Centralia	Chehalis	Port of Chehalis	Port of Centralia
<b>Budget (Total)</b>	\$37.44 million	\$16.22 million	\$1.6 million	\$1.0 million
<b>Road Miles</b> (Major arterials)	15.25 miles	8.5 miles	6 miles	2.8 miles
<b>Number of Employers</b>	1,038 (business licenses issued, as of 3-98)	530 (business licenses issued, as of 4-98)	7 (as rept'd by Exec. Dir.)	10 (as rept'd by Exec. Dir.)
<b>Intersections</b> (Arterials, primarily signalized)	15 (within city limits)	5 (within city limits)	6 (connections to adj. arterials & I-5)	1 (connections to adj. arterials & I-5)

### COMBINED CRITERIA TOTALS

	<u>JURISDICTIONS</u>			
	Centralia	Chehalis	Port of Chehalis	Port of Centralia
<b>Budget</b>	37	16	2	1
<b>Number of Employers</b>	104	53	3	1
<b>Road Miles</b> (major Arterials)	15	9	6	3
<b>Intersections</b> (major, signalized arterials)	15	5	6	1
<b>Total (275)</b>	171	83	15	6
<b>Percent</b>	62.18%	30.18%	5.45	2.18
<b>Cost (percent of \$15,922)</b>	\$ 9,900.30	\$ 4,805.26	\$ 867.75	\$ 347.10

## **Exhibit B**

### **LEWIS COUNTY TRANSPORTATION PLANNING MODEL (TMODEL2) LINK & ZONE DATA (Available, Needed, Form, Source)**

#### **TRANSPORTATION ANALYSIS ZONES (TAZs)**

Census Block Groups (with consideration of: Natural Boundaries & Features, Physical Boundaries, Political Boundaries, Maintenance District Boundaries, Special Sub-Areas)

Characteristics of TAZs (Zone Type, Land Use, Zone Centroid (X and Y))

#### **ROADWAY LINK Data (Existing Road Network)**

(Committed Road Network)

Road Classification (Arterial Route - Street System)

Link ID Code (Area - Reconnect to GIS)

Analysis

Graphic Representation

Type (?)

Direction (One or Two-Way)

Number of Lanes

Length of Segment (Points per Mile)

Speed Limit (Design or Posted)

Traffic Counts (Location, Peak Hour, Date/Time, Characteristics)

Special Characteristics (Freight & Goods Network, Industrial Routes, Bus Network, . . . )

Operation LOS (Rural Area - road adequacy; weight restrictions)

Weight Restriction

Road Closure

Land Capacity

Presence of Trucks & RVs

Presence of Non-Motorized Vehicles & Users

Condition LOS (Rural Area - pavement condition; safety)

Meets County/WSDOT/Other Design Criteria & Standards (lane, shoulder, sidewalk, geometry, safety, design speed, access, . . . )

Surface Condition

Driving Characteristic (comfortable, safety)

Maintenance Level (surface, drainage, ditches, base, slides, . . . )

Accidents

Service LOS (Urban/Urban Growth Area - capacity)

## Capacity (Vehicles per Hour)

### INTERSECTION NODE Data

- Node Classification
- Node ID Code (Area)
- Node Type Designation
- Node Capacity
- Special Delay Links
- Base Delay

- Intersection Geometrics
- Turning Movements (Peak Hour)
- Type of Control
  - Stop Controlled Approaches
- Node Coordinates (X and Y)

### LAND USE Data and Travel Characteristics

- Internal Zone Data (Land Use - Existing)
  - Single Family Residential (Households)
  - Duplex through Four-Plex Residential (Households)
  - Multi-Family Residential (Households)
  - Industrial and Manufacturing (Employees)
  - Retail Trade (Employees)
  - Services, Offices (Employees)
  - Public Use (Employees)
  - Agriculture, Forestry, Mining (Acres)
  - Schools (Students)
  - Park and Ride Lots (Parking Spaces)
  - Other Special Generators
- Internal Zone Data (Land Use - Future)

### CALIBRATION

- Screenlines

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
OF LEWIS COUNTY, WASHINGTON**

IN RE: APPROVING AN INTERLOCAL AGREEMENT TO )  
SHARE DEVELOPMENT COSTS OF AND INFORMATION )  
FROM A TRANSPORTATION MODELING PROGRAM )      RESOLUTION 98- 434

WHEREAS, the participating public jurisdictions of Lewis County, Washington, the Cities of Centralia and Chehalis, Washington, and the Ports of Chehalis and Centralia, Washington have an interest in, and numerous uses for, a countywide transportation model;

WHEREAS, the County and the Cities are each involved in meeting the mandates of the Growth Management Act (GMA) in developing their comprehensive plans, of which transportation is a required element;

WHEREAS, the County and the Cities and Ports propose to utilize each other's capabilities with respect to transportation information and modeling; and

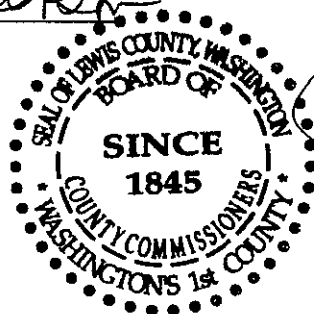
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NOW THEREFORE

LET IT BE RESOLVED that the five jurisdictions listed above will jointly develop and maintain a countywide transportation model, sharing costs and expertise, and the resulting transportation modeling products.

DONE IN OPEN SESSION this 24th day of August, 1998.

ATTEST:

  
Clerk of the Board



BOARD OF COUNTY COMMISSIONERS  
LEWIS COUNTY, WASHINGTON

  
Chairman

  
Member

  
Member

CITY OF CENTRALIA

Jessie Brunette  
Mayor

ATTEST

Heena Ashmore  
City Clerk

APPROVED AS TO FORM

[Signature]  
City Attorney

CITY OF CHEHALIS

[Signature]  
Mayor

ATTEST

Caryn Foley, Deputy  
City Clerk

APPROVED AS TO FORM

[Signature]  
City Attorney

PORT OF CHEHALIS

[Signature]  
Port Executive

ATTEST

Amy Davidson

APPROVED AS TO FORM

[Signature]  
Port Attorney

PORT OF CENTRALIA

[Signature]  
Port Executive

ATTEST

APPROVED AS TO FORM  
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Port Attorney